

A. Control Measure under Consideration	B. Summary Description of Measure	C. Program/Measure Status	D. Specific Implementation Date	E. VOC Reduction	F. NOx Reduction	G. Resources (FTE's, \$\$)	H. Additional Information
CHARLESTON COUNTY Based on stakeholder consultation and taking into consideration resource and political constraints, the following emission reduction strategies remain under consideration. The County will continue to evaluate the air quality within the county and may implement one or more of the following measures under consideration.							
Appoint an Ozone Action Coordinator to alert media and public on high ozone days.	Larry Hodge, Risk Manager, will monitor DHEC website, and coordinate with County Public Information Office to notify county departments when local levels are elevated; and with Radio Communication Manager to alert field employees. (Note: currently DHEC does not do forecasts for the Lowcountry.) Information also will be included on County website, for public access. When DHEC alerts are available for this area, PIO will coordinate media notifications. Ozone action alerts will be posted to the Amber Alert System, if local levels reach the warning or action stage.		On-going beginning with 2003 Forecast Season	n/a directionally sound	n/a directionally sound	n/a	See Comment #3
Add Ozone Alert to Emergency Information on County website.	Public Information Office has added Ozone Danger information to Emergency Information section of County web-site (www.charlestoncounty.org). Information links to DHEC Spare the Air Ozone Forecast and to EPA informational sites. Ozone reduction measures and information are included.		2003 Forecast Season - completed	n/a directionally sound	n/a directionally sound	n/a	See Comment #3
Increase opportunity for residents and businesses to conduct electronic transactions with the county, eliminating drive time.	The county website allows residents to conduct a great deal of County business on-line, thus eliminating vehicle trips to County office locations. E-business opportunities are being expanded constantly.		On-going	n/a directionally sound	n/a directionally sound	n/a	See Comment #3
Promulgate list of strategies to local government entities.	The County will share its strategies with local government entities within the county to promote regional efforts and encourage similar actions at the municipal level		FY 2004	n/a directionally sound	n/a directionally sound	n/a	See Comment #3
Develop and implement an ozone public education plan.	Charleston County, through its Public Information Office and Safety and Risk Management Office, will develop a comprehensive public information campaign related to health impacts of ground-level ozone, and strategies to reduce ozone producing emissions. This will address best driving practices, fueling, vehicle maintenance, lawn mowing, consumer education and other measures. If funding or private partnerships are identified, programs to test gas caps and provide replacements, or others, will be implemented. Information will be disseminated through newsletters, website, public service announcements and public events.	Distributed material made available by SCDHEC related to October Fall Car Care Month. Material provided to County employees, and to the public at the information desk of the Public Services Building. Issued a press release on ways in which the County is conserving fuel. Measures included cutting back on mowing, four-day work weeks to eliminate a commute, eliminating home garaging, etc. The County also has added SCDOT Traffic Cams to its internet (www.charlestoncounty.org) and intranet sites, to help the public and employees avoid traffic delays.	On-going beginning FY2004	n/a directionally sound	n/a directionally sound	n/a	
Expand use of hybrid cars.	Charleston County currently has one hybrid car in its fleet, a Honda Civic used by the Solicitor (1.3-liter 4-cylinder gasoline engine with a 10-kilowatt electric motor). Fuel efficiency is estimated at 46/51 city/highway miles per gallon. As funding allows, additional hybrid vehicles will be added to the fleet where use and mileage history provide a suitable fit. It is recognized such replacement would impact four cost centers: replacement, training, shop equipment and operating (parts) costs. Implementation will be dependent on commitment to and availability of funding.	For FY 2006 one additional hybrid mid-size sedan is budgeted. A barrier to growing our hybrid fleet is limited availability and omission of these vehicles on state procurement contracts. Discussions for FY07 budget include option to purchase hybrids for all mid-size replacements.	FY2005 and on-going	n/a directionally sound	n/a directionally sound	n/a	
Implement criteria to evaluate departmental vehicle requests.	Charleston County has developed criteria to evaluate vehicle requests, which include consideration of miles driven, and industry standards based on user requirements. The goal is to 'right-size' the county fleet, considering both the number of vehicles and the size and/or type of vehicle.	Criteria is in place. Being utilized to evaluate requests for FY07. For FY06, 'pools' of multi-user vehicles are replacing individually assigned vehicles; and home garaging is being eliminated.	FY2005 and on-going	n/a directionally sound	n/a directionally sound	n/a	
Include vehicle fuel economy and emission ratings in procurement	Fuel efficiency and emission ratings are included in specifications for procurement of vehicles.		On-going	n/a directionally sound	n/a directionally sound	n/a	
Purchase vehicles and light trucks to meet new EPA standards on emissions.	The EPA has announced more protective tailpipe emission standards for all passenger vehicles, including sport utility vehicles, vans and pick-up trucks. The agency also has developed lower standards for sulfur in gasoline which will require passenger vehicles to be significantly cleaner. Both take effect beginning in 2004. Charleston County will comply with the new standards as they are phased in and as we replace vehicles.	Fleet focus is on flexible-fuel vehicles, to be staged to use ethanol when available (see below).	Phased in over five year period	n/a directionally sound	n/a directionally sound	n/a	
Purchase replacement diesel heavy-duty highway trucks, as needed, which comply with most recent EPA standards for PM and NOx emissions, and which utilize low sulfur diesel fuel.	The EPA has developed heavy-duty engine and vehicle emission standards and highway diesel fuel sulfur control requirements which will take effect with the vehicle model year 2007. As funding is available, and as replacements are needed, Charleston County will comply with the EPA requirements		Phased in as EPA requirements become effective and vehicles to meet them are available.	n/a directionally sound	n/a directionally sound	n/a	
To meet EPA requirements, convert to use of low-sulfur gasoline.	It is recognized that sulfur provides lubricity for engine operation and that low-sulfur gasolines currently cannot be used effectively fleet-wide. As low-sulfur fuel is available locally, and we acquire vehicles with the technology to utilize it, we will add or convert tanks and pumps to supply it to our fleet. Cost impacts will be factored in to any implementation plan		Phased in over five year period	n/a directionally sound	n/a directionally sound	n/a	
Consider pilot/test of bio-diesel fuel for limited vehicle use.	In conjunction with area fleets and diesel users (ex.: CARTA, school district), County fleet staff may test a B20 bio-diesel fuel in designated vehicles. A tank for joint use would be established in the Azalea Road area, filled by a local supplier with a soy-diesel mix. Cost subsidies are being investigated to promote this project. It is recognized that bio-diesel fuels increase lubricity and engine efficiency; and also lower particulate matter although increasing NOx emissions.	Attended SC Biofuels Showcase in November 2005; Fleet managers now putting together a proposal to use ethanol in our flex-fuel vehicles, and bio-diesel in our diesel engines. Barriers are lack of funding for tank infrastructure, and lack of availability in our area of suppliers of these fuels.	FY 05 or later; timeline dependent on cost subsidies	n/a directionally sound	n/a directionally sound	n/a	
Develop Best Practices for driving and fleet fueling.	Working with involved departments, staff will formulate Best Operational Practices for driving and fueling County fleet. While these may be related to ozone reduction, they would be applicable throughout the year. They would encourage fueling early or late, limiting idling, frequent tire pressure checks, driving at the speed limit, no topping off gas tank, etc. Department heads would incorporate BOPs into operating procedures to the extent feasible		FY2004	n/a directionally sound	n/a directionally sound	n/a	

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Addressing public transit options, pedestrian and bike lanes and other planning strategies in comprehensive land-use planning.	Charleston County has adopted a comprehensive land use plan, which is updated every five years. As appropriate, this plan encourages the development of mass transit opportunities, trip reduction, alternative transportation methods and mixed-use communities.	Related to the Charleston County Transportation Sales Tax (1/2 cent), the Transportation and Greenbelt Advisory Boards have completed public input phases, and released feedback reports. (Reports can be accessed through the county website: www.charlestoncounty.org .) Both boards found a high interest in walking and biking trails. These boards recommend spending plans for the \$1.3 billion to be collected over 25 years for transportation, greenbelt and public transit. In addition, the Charleston Area Regional Transportation Authority (CARTA) has used the first infusion of Sales Tax money to purchase smaller buses for local routes, and has increased the number of routes. Ridership has increased significantly. The CARTA Board now is contracting for park/ride spaces to increase convenience for commuting.	Ongoing	n/a directionally sound	n/a directionally sound	n/a	
Modify lawn maintenance practices to discourage use of gas-powered engines during high ozone hours; and develop department guidelines to replace two-cycle small engines with four-cycle engine small equipment.	Charleston County will take measures to modify lawn maintenance practices and utilization of small engine equipment so as to limit ozone-producing emissions. Most County lawn maintenance is under private contract. The RFP will be amended to include clean air practices during the next bidding cycle. Many departments maintain small engine equipment for specific purposes. Two-cycle equipment will be replaced with four-cycle when practical.		Phased in over five years	n/a directionally sound	n/a directionally sound	n/a	
Employ building energy conservation measures.	With the use of technology, Charleston County's Facilities Management team currently employs energy conservation measures at its high use facilities (the Public Services Building, Judicial Center, County Office Building, Charleston Center, Main Library, and the Historic Courthouse) by scheduling down time of utilities when unoccupied or reducing utility services when not required. This program will be expanded to include all Regional Libraries and any new large facilities coming on line. We are currently installing an HVAC control system in the Otranto Regional Library. Also the new Johns Island Regional Library will have this capability when construction is completed. Where ever possible, new energy efficient light bulbs (T-8s and low pressure sodium) are being used. Energy audits will be conducted for our large facilities either in-house or by contract. We will use premium efficient components when replacement parts are required for condensers, compressors, hot water heaters, motors, etc.		FY2004 and ongoing	n/a directionally sound	n/a directionally sound	n/a	
Study and implement flex hours.	Charleston County will investigate opportunities to expand the practice of flexible hours, which is currently utilized by some departments. This would reduce traffic congestion and vehicle emissions created by all employees arriving and leaving at the same time.	The final report of the independent Charleston County Commission on Management, Accountability and Performance, released in August 2005, recommended increased use of flex time as a way to extend public service hours and improve employee working environment. In response, both the Business License and Human Resources departments have implemented flex-time schedules, thus 'growing' the number of County offices utilizing this tool.	On-going, beginning FY2004	n/a directionally sound	n/a directionally sound	n/a	
Encourage walking, biking, car-pooling	Bike racks will be installed where biking is safe and space allows around county buildings. As part of the ozone education program, employees will be encouraged to walk or bike to work, and/or to look for safe opportunities to ride-share or car-pool.	Our in-house survey of carpooling interest continues on the intranet. To date, there have been 55 responses. Respondants are matched by area, and encouraged to carpool. The County Wellness Committee is studying criteria for the Best Workplace for Commuters (EPA program) designation, to propose for budget consideration for FY07.	FY 2005 and on-going with education program	n/a directionally sound	n/a directionally sound	n/a	
Formation of regional stakeholders group.	Charleston County is meeting with BCD Council of Governments, Berkeley and Dorchester Counties, urban and rural transportation authorities, Clemson Extension, MUSC, school districts, area industry, environmental groups and others. Ongoing discussions center on education, transportation, intermodal/alternative transportation strategies, advanced technology vehicles, alternative fuels, car-pooling and use of public transit, development of park and ride facilities to complement public transit routes, etc. This group continues to evolve and grow. We have met on the following dates: July 24, August 14, September 18 and November 13. in 2003; and February 26 in 2004.	The regional stakeholder group has not met during this period. However, the in-house planning group continues to meet to plan implementation of our strategies to fulfill our requirements. Current focus is on an expanded hybrid fleet, use of clean fuels, and reducing fleet size and emissions.	On-going, beginning FY2004	n/a directionally sound	n/a directionally sound	n/a	
Comments: 1. December 2004 - SC EAC SIP - activity not quantified for several reasons (first) in accordance with EAC Protocol, after all adopted Federal and State controls were accounted for in the modeling, it was determined that local controls were not necessary to demonstrate attainment of the 8-hour ozone standard. Measures were submitted by the local areas to show their continued support and commitment to the EAC process. (second) this activity is directionally sound and should provide air quality benefits and in some cases measurable results. The progress toward implementing this activity and the benefits derived will be documented as a part of the ongoing reporting requirements. 2. December 2003 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac.html - additional information provided by the county to include "findings", "advantages/disadvantages", "recommendations", "costs", etc.... 3. March 2004 - Local Early Action Plan - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0304.asp 4. June 2004 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0604.asp 5. December 2004 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_1204.asp 6. December 2004 - SC EAC SIP - Including Appendix 8 (Local Early Action Plans and the Air Quality Awareness and Improvement Policy) and Appendix 16 (County Level Emission Reductions and Descriptions for the Ozone EAC Areas) - See - http://www.scdhec.gov/eqc/baq/html/eap_sip.html 7. April 20, 2005 - Correspondence to Mr. Palmer including clarifying supplemental information to the EAC SIP submittal of December 2004. - See - http://www.scdhec.gov/eqc/baq/html/eap_sip.html 8. June 2005 - Progress Report - See - http://www.scdhec.gov/eqc/baq/html/eap_dpr_eac_0605.asp							